

**IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF VIRGINIA
Norfolk Division
In Admiralty**

In the Matter of COEYMANS MARINE
TOWING, LLC D/B/A CARVER MARINE
TOWING as Owner and Operator of M/T
Mackenzie Rose, (IMO No. 8968765), *et al.*

Civil Action No. 2:24-cv-00490-MSD-LRL

NOTICE OF 30(b)(6) DEPOSITION

PLEASE TAKE NOTICE that, pursuant to Rule 30(b)(6) of the Federal Rules of Civil Procedure, Claimant/Respondent Norfolk and Portsmouth Belt Line Railroad Company, by counsel, will take the deposition of Coeymans Marine Towing, LLC d/b/a Carver Marine Towing, Inc. (“Carver”) regarding the topics set forth in the attached Exhibit A. The Belt Line reserves the right to amend, revise, or supplement this notice and the topics set forth in Exhibit A.

The deposition will commence at **10:00 a.m. on June 17, 2025**, and will be taken at the offices of Clyde & Co, at 405 Lexington Avenue, New York, New York, or at such other time and place as may be agreed upon by the parties or ordered by the Court. The deposition will be taken before a court reported or other person authorized to administer oaths, to be recorded by stenographic and/or audiovisual means. The deposition will be taken for the purposes of discovery, for use at trial, or for such other purposes as permitted under the Federal Rules of Civil Procedure.

Dated: June 10, 2025

**NORFOLK AND PORTSMOUTH BELT LINE
RAILROAD COMPANY**

/s/ James L. Chapman, IV

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CERTIFICATE OF SERVICE

I certify that on this 10th day of June 2025, I served the foregoing by electronic mail on the following:

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/s/ James L. Chapman, IV

EXHIBIT A

Definitions

1. “You,” “your,” and “Carver” mean Petitioner Coeymans Marine Towing, LLC d/b/a Carver Marine Towing, Inc., and all persons acting on its behalf.
2. “NPBL” or the “Belt Line” means Norfolk and Portsmouth Belt Line Railroad Company and all persons acting on its behalf.
3. “Evanston” means Evanston Insurance Company.
4. “Limitation Action” means the Limitation Action in this matter filed by Carver.
5. “Vessel” means the M/T MACKENZIE ROSE.
6. “Belt Line’s Railroad Bridge” means the Belt Line’s Main Line Railroad Bridge that crosses the Southern Branch of the Elizabeth River.
7. “Barge” means the Barge WEEKS 281.
8. “Incident” means the allision of the M/T MACKENZIE ROSE with the Belt Line’s Railroad Bridge on June 15, 2024.

Deposition Topics

1. Carver’s answers to NPBL’s interrogatories.
2. Carver’s responses to NPBL’s requests for production of documents.
3. The corporate structure and ownership of Coeymans Marine Towing, LLC d/b/a Carver Marine Towing, Inc.
4. Carver’s ownership of the Vessel.
5. Mortgages on the Vessel.
6. Value of the Vessel.
7. Freight, towage or hire received or owed for the service of the Vessel at the time of the Incident.
8. Seaworthiness of the Vessel at the time of the Incident.
9. The operation, course and speed of the Vessel on the date of the Incident.
10. The crew on board the Vessel on the date of the Incident.
11. The training Carver provided for the crew of the Vessel.

12. Communications by and between the Vessel and its crew members with and among Carver's shore personnel (including Leonard Baldassare, Brian Moore and Nick Laraway) following the Incident, whether by text, SMS, email, phone, video or in person.
13. Carver's protocols and procedures for reporting allisions in place at the time of the Incident.
14. Carver's Safety Management System that was in effect at the time of the Incident.
15. Damage to the Vessel resulting from the Incident.
16. Damage to the Barge resulting from the Incident.
17. Charter or hire of the Barge by Carver.
18. All repairs made to the Vessel as a result of the Incident.
19. All repairs made to the Barge as a result of the Incident.
20. All repairs made to the navigation, steering, or autopilot systems of the Vessel during the five (5) year period before the Incident.
21. All disciplinary or employment action taken against members of the crew of the Vessel, including James Morrissey and Christopher Miller.
22. All actions taken by Carver as a result of the Incident.
23. All reasons why Carver did not notify the U.S. Coast Guard on June 15, 2024 of the Incident.
24. All reasons why Carver did not notify the Norfolk and Portsmouth Belt Line Railroad on June 15, 2024 of the Incident.